

FOR A CANAL BY ROUTE NOT INCUMBERED

Such Is Sentiment of American Senators.

Nicaragua Waterway Is Decidedly in Favor.

It Is Now Declared Colombia Has No Authority to Make Treaty.

Special Dispatch to The Call.

CALL BUREAU, 1406 G STREET, N. W., WASHINGTON, Nov. 27.—Nicaragua, not Panama. It looks, and more so as the session of Congress approaches, like an American canal by a route unincumbered, and which in more ways than one has won the popular approval of the people of the United States.

Even should the patience of President Roosevelt and Secretary Hay overcome Colombia's undignified haggling and result in the treaty, the final and fatal obstacle to the building of a Panama canal will be found in the United States Senate.

"It is too late now. Colombia has lost her chance and the instability of her Government has been exposed. Lack of authority to negotiate a treaty is ineluctably in evidence. All of this appears under cover of a grasping disposition and an evident attempt to drive a hard bargain. No treaty would ever be ratified by the United States Senate. Once rejected, the President is compelled by the terms of the canal act to turn to Nicaragua. I think a Nicaraguan canal will be built."

QUESTIONS TO BE ASKED.

Thus spoke to-day a United States Senator, who has been identified with canal legislation and interested deeply in the subject for many years. He is not bound to any particular route. His only desire is an isthmian canal from the Atlantic to the Pacific by the best route and in the quickest possible time.

It developed to-day that the question of canal legislation will be opened up immediately on the assembling of Congress for the short session. Whatever the President may report in his message, questions will be asked as to the negotiations with Colombia, Costa Rica and Nicaragua. The subject of Attorney General Knox's report on the Panama title will at once be brought up and its soundness questioned.

Senator Morgan of Alabama, either on the first or second day of the session, will move that this report be referred to the Committee on Inter-oceanic Canals, of which he is chairman. This will give an opportunity for discussion of the canal subject, and first of all Knox's report will be brought in question. The Senate, however, has nothing to do with this report as regards a decision. The President alone, according to the terms of the canal act, must decide whether or not the title is "satisfactory."

HAS NO AUTHORITY.

Knox has reported that the title is "good, sound and unincumbered." Certain Senators take the ground that this does not mean "satisfactory," and arguments will be made on this line. Only in his bearing on the ratification of the treaty can the Senate pass on the question of the validity of the title. Should it decide that there is still a question of Panama rights, it would, of course, have influence on any vote on the treaty.

It is held by Senator Morgan and others interested in canal legislation that the agreement made by Costa Rica and Nicaragua in 1850 to grant perpetual control of the strip is in force any time the United States sees fit to begin negotiations for a treaty. No question of compensation was mentioned in this agreement. It is furthermore known to leading Senators and the State Department that both Costa Rica and Nicaragua stand ready to agree to a treaty drawn up in the wording of Secretary Hay.

Another important matter to be brought up in the discussion of the question is the contention of leading Senators that the Colombian Government has no authority to begin negotiations of a treaty for the cession of territory without first being authorized by the Colombian Congress. No such authority has been granted and no such Congress is in existence at the present time.

AGGRESSIVE CAMPAIGN AGAINST THE LADRONES

Inspector Crockett and a Force of Constables Engage and Kill Thirty-Nine Raiders.

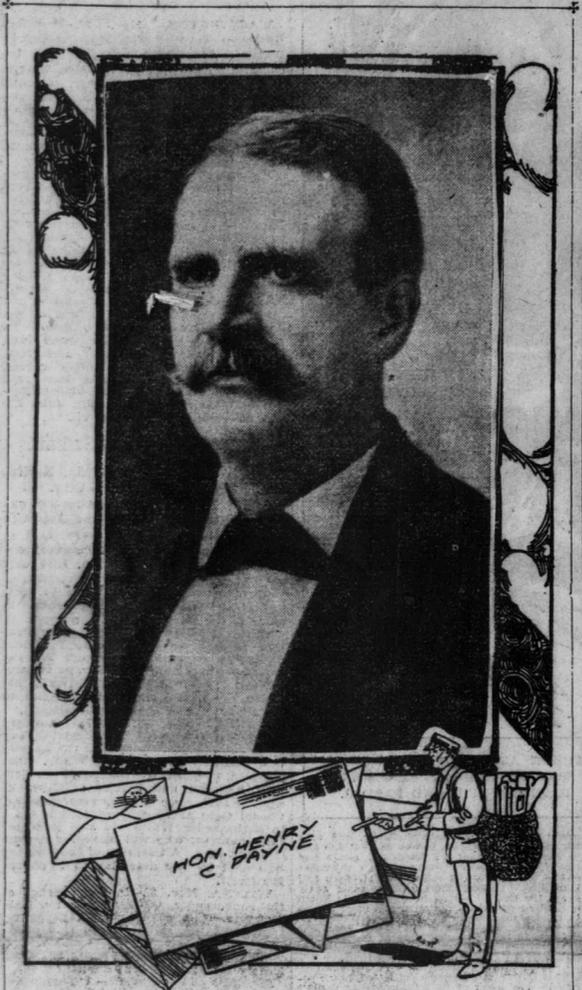
MANILA, Nov. 27.—The constabulary are carrying out an aggressive campaign against the ladrones in the northern part of the island of Leyte and in the island of Biliran. Inspector Crockett with a force of constabulary engaged the ladrones six times near the village of Ormoc, on the south coast of Leyte, and killed thirty-nine of them. Corporal Montague, at the head of another detachment of constabulary, defeated a band of ladrones near Talibaug, on Biliran Island, killing thirteen of them and capturing thirty-six.

Safe Blowers Make Big Haul.

SPARTANBURG, E. C., Nov. 27.—Burglars this morning blew open the safe of the Enoree Manufacturing Company at Enoree Mills and secured \$3000, a part of which belonged to the local postoffice. Bloodhounds have been put upon the trail of the robbers.

WONDERFUL GROWTH OF POSTAL SERVICE IN UNITED STATES

Postmaster General Payne's Annual Report Shows Many Millions Expended in Handling the Mails.



POSTMASTER GENERAL OF THE UNITED STATES, WHOSE REPORT GIVES FIGURES INDICATING GIGANTIC GROWTH OF POSTAL SERVICE AND VAST SUMS REQUIRED TO KEEP UP EFFICIENCY.

CALL BUREAU, 1406 G STREET, N. W., WASHINGTON, Nov. 27.—Interesting figures, showing the wonderful growth of Uncle Sam's postal system, are given in the annual report of Postmaster General H. C. Payne. The revenue for 1902 was \$121,848,047 and the revenue for 1903 is estimated at \$132,814,271. The estimated deficit for 1903 is \$5,692,227, although the appropriation made by Congress for the year is \$138,416,598.

Reviewing the work of the department, Payne says: "In 1860, three years before the city delivery was established, the gross postal receipts were \$5,818,007 and the expenditure \$19,120,610, leaving a deficit of \$13,302,603. The magnitude of postal development is indicated by the fact that for the fiscal year 1902 the postal receipts were \$121,848,047 and the increase of receipts during the past fiscal year, over the preceding year, was \$1,698,786 greater than the gross receipts for the year 1860.

"The increase in postal revenues not only attests the wonderful prosperity of the people and the activity of business interests throughout the country, but also indicates that the extension of postal facilities carefully directed results sooner or later in increased receipts and diminished deficits. With phenomenal growth of population and other favoring conditions, the mail matter poured into the postoffices has rapidly helped to lessen the percentage of deficiencies. Despite largely increased expenditures, the revenues gradually approximate the expenses after each added outlay has marked a new standard.

"Rural free delivery service has become an established fact. It is no longer in the experimental stage and undoubtedly Congress will continue to increase the appropriation for this service until all the people of the country are reached, where it is thickly enough settled to warrant it. The estimates of the department are to the effect that the available territory for this service embraces about 1,000,000 square miles, or one-third of the country's area, exclusive of Alaska. The 11,050 routes now in operation cover about one-third of the available territory. From this it will be seen that it will require 27,000 employees additional to those now in the service to cover this territory. If Congress shall make the necessary appropriations, it is believed that within the next three years the extension of the service will have been completed.

"On June 29, 1902, there were 2844 railroad routes, the total length of which was 187,129 miles, with an annual travel of 312,521,478 miles, costing \$35,949,211.22. The people of the country are reached, where it is thickly enough settled to warrant it. The estimates of the department are to the effect that the available territory for this service embraces about 1,000,000 square miles, or one-third of the country's area, exclusive of Alaska. The 11,050 routes now in operation cover about one-third of the available territory. From this it will be seen that it will require 27,000 employees additional to those now in the service to cover this territory. If Congress shall make the necessary appropriations, it is believed that within the next three years the extension of the service will have been completed.

BAER BLOCKS COAL STRIKE SETTLEMENT

Sole Dissenter to the Tentative Plan.

President of Reading Road Still Fights Mitchell.

Opposition That Prevents Operators From Signing Agreement.

Special Dispatch to The Call.

CALL BUREAU, 1406 G STREET, N. W., WASHINGTON, Nov. 27.—George Baer, president of the Reading Railroad and self-constituted ambassador in all matters pertaining to anthracite coal, is the man who defeated the agreement of the coal operators and miners as the result of the conference between John Mitchell and Wayne MacVeagh in this city last Friday.

Copies of the agreement drawn up by MacVeagh as attorney for the operators and acceptable to Mitchell have been submitted to the President, with a full history of the most recent efforts to reach a settlement of the strike. These papers show that Mitchell was ready to agree to the plans submitted by the attorney for the operators, and that the strike would have been settled and provision made for future settlements of like controversies had not Baer again broken faith and defeated both the operators' and miners' efforts.

When the full history of the strike and the failures to settle it is made public it will appear that Baer has been the one man more responsible than any other for the condition bordering on anarchy in the anthracite regions.

ORIGINATES THE IDEA.

Baer was one of the operators who last week originated the idea of trying to settle the strike independent of the commission, and he signed a telegram to the commission requesting the suspension of its meetings for a week to give the operators and miners an opportunity to get together. Wayne MacVeagh, attorney for the Erie Railroad, was selected to act for the operators and confer with Mitchell.

The operators considered the tentative plan of settlement drawn up by MacVeagh and approved it, but doubted the ability of the attorney to reach an agreement with Mitchell.

MacVeagh invited Mitchell to come to Washington last Friday and they held an all-day conference at the Willard. They reached an agreement on every important point. This agreement provided for a 10 per cent increase in wages, an eight-hour day, check weighing at the mine to be paid for by the miners, no recognition of the union and no discrimination against either union or non-union men, each railroad company to settle with its own employees, a contract for three years and a plan of arbitration for the settlement of difficulties in the future.

MOST IMPORTANT OF ALL.

This last item in the agreement MacVeagh regarded as the most important of all. It provided for a series of arbitrations from the foremen of the mines up through the various officials and finally named Judge George Gray of the United States Circuit Court as arbiter whenever an agreement was impossible between the direct representatives of the operators and the miners. There was to be no strike ordered without six months' notice.

When MacVeagh submitted this plan of agreement to the operators last week they were unanimous in approving it, but they had no hope that Mitchell would sign it. Baer was among those who approved when he thought Mitchell would reject it. After the first conference between MacVeagh and Mitchell last Friday MacVeagh reported to the operators that Mitchell was ready to sign. Then Baer repudiated the whole business and refused to agree to the plan submitted by the attorney for the operators. Baer, and not the independent coal operators, is responsible for the failure. The independent operators were never a party to the investigation or plan of arbitration. MacVeagh represented the six railroads that operate several mines. They agreed with his plan. All but Baer were ready to sign after Mitchell had agreed to accept the plan. Baer is the one who defeated this last effort to settle the coal strike.

WEALTHY TEXAN UNDER ARREST IN NEW YORK

He Is Suspected of Being Connected With a Gigantic Bank Swindle.

NEW YORK, Nov. 27.—William Landau, said to be a wealthy cotton exporter of Texas, was arrested here to-day on suspicion of being connected with a swindle involving, it is said, the sum of \$200,000 or more. The firm alleged to be swindled is that of Ladenburg, Thalmann & Co., bankers of this city. The detectives took every precaution to prevent the news of the arrest from becoming public, and it was admitted at midnight only, when an Assistant District Attorney stated that the prisoner was at police headquarters. The arrest, according to the Assistant District Attorney, was made in the office of the banking firm this afternoon. Members of the firm will not talk about the case and further details are lacking. The charge against Landau is "suspicion of a felony."

TRAIN CRASHES INTO TRAIN AND ENGINEER AND FIREMAN LOSE LIFE UNDER WRECKAGE

Disaster Occurs in One of the Yards at the Mail Dock, Near Benicia, Causing Fatalities, Ruin of Property and a Serious Charge of Disregard of Orders.



TRAINMEN WHO WERE IN THE BENICIA COLLISION. FOSTER AND DAVIS WERE KILLED AND CUTE WAS INJURED. THE PICTURE OF DAVIS IS FROM AN OLD PHOTOGRAPH.

BENICIA, Nov. 27.—Engineer Henry Foster and Fireman H. W. Davis were killed and Brakeman J. J. Cute was seriously injured in a head-on collision between two freight trains at the mail dock, three-quarters of a mile from here, at 6 o'clock this morning.

The trains crashed into each other in the yards. No. 221, the westbound Oregon freight, running into No. 202, the eastbound Sacramento freight. No. 202 was due to leave Benicia at 3 a. m. and had just got under way when No. 221 loomed up in front of it. Engineer Frank Hopper and Fireman John McCarthy of No. 202 jumped and saved themselves, but Engineer Foster, Fireman J. J. Davis and Brakeman Cute of No. 221 were caught in the wreckage.

The blame for the accident is alleged to lie with Engineer Foster in disobeying the rules of the yard by not having his train under control. He had a clear track but did not slow up. Conductor Plane of the eastbound train saw the danger and ran ahead in a frantic effort to switch the westbound to another track, but it was too late. When he was within ten feet of the switch the engine thundered over it.

The wreckage covered the yard, but it was soon cleared. The injured were removed to the railroad hospital for treatment and the dead were taken to their relatives. Superintendent Palmer said this morning that the disaster seemed to be due to a mistake on the part of Foster.

"Of course," he said, "we can only surmise the conditions in the cab of Foster's engine just before the crash came, but it would appear that the blame lies with Foster in not following the rules of the time card. He was coming west on a clear, straight track, and ought to have seen Engineer Hopper's train at least a half-mile off. It was a bright morning and everything was in plain sight.

"We may learn something when Brakeman Cute is in a condition to be interrogated. As Foster and Fireman Davis are both dead we must rely upon the statements of Hopper, the engineer; McCarthy, his fireman, and Plane, the conductor of the eastbound train.

"What Foster was doing at the time is a mystery to me. His train was a little behind time and in his haste to catch up he may have temporarily forgotten the approaching eastbound train. He may not have realized that he was so near the switch, as he was still half a mile from Benicia. However, had he followed the rules he would have slowed up and taken the side track. It is possible that his attention might have been distracted by something on the engine which he was fixing. Even if that case the fireman would have been on the lookout. Altogether it is rather mysterious."

TRAFFIC NOT DELAYED.

Superintendent Palmer said that the damage was comparatively small. Only one of the engines was badly damaged and the damage to the cars is only nominal. There being four tracks within the Benicia yard traffic was not delayed.

Henry Foster, the dead engineer, was 28 years old and a native of San Francisco. He has been in the Southern Pacific Company's employ ten years, and five months ago became an engineer. He had made arrangements to spend Thanksgiving with his wife and child at Los Angeles, their former home, but at the last minute the pressure of business forced him to abandon his plan.

PASSENGER CARS DERAILED.

Porter Is Injured but the Other Passengers Aboard Escape. SACRAMENTO, Nov. 27.—About noon to-day the west-bound passenger train, known as No. 5, met with an accident at Crystal Lake, three miles west of Cisco. Four passenger cars were derailed. A Pullman car porter, whose name could not be learned, was injured. A wrecking train was dispatched from this city to the scene of the accident to clear the track. A special was made up to bring the passengers to Sacramento.

GRAVEL CARS IN THE WAY.

Passengers on a Train Are Shaken Up Near Stockton.

STOCKTON, Nov. 27.—This morning shortly after 7 o'clock a passenger train on the Southern Pacific collided with a gravel train near Castle switch, about five miles north of Stockton. The engines were so badly damaged that they were useless, and a delay of almost three hours took place before another locomotive could be secured to move the passenger train. While the passengers were shaken up, none of them were seriously injured, as the train was slowing down to pass the switch when the accident occurred. The blame for the collision has not been fixed as yet.

SAD NEWS FOR WIFE.

Mrs. Foster Hears of Her Husband's Death While Awaiting Him.

LOS ANGELES, Nov. 27.—As Mrs. Henry Foster was about to sit down to her Thanksgiving dinner to-day she was handed a telegram from Oakland informing her that her husband had been killed in a freight wreck near Benicia. Foster was a Southern Pacific engineer and was the son of Detective Charles Foster of this city. For years it had been his custom to come here for Thanksgiving and this year he sent his wife and baby and ammunition, which must have been delivered from some schooner. He further states that the cholera has been increasing in the islands, and that the death rate in the city of Manila since the withdrawal of the military forces and the turning over of the Health Department to the Civil Government, composed mainly of natives, has increased fully 50 per cent.

Football Player May Die.

COSHOCTON, Ohio, Nov. 27.—Webster Yingling, captain and halfback of the Newcomer Athletic Club, was fatally injured in a football game here to-day with the Coshocton team. He is unconscious and not expected to recover.

Archbishop Riordan in New York.

NEW YORK, Nov. 27.—Archbishop Riordan of San Francisco is a passenger from Liverpool on the White Star steamer Celtic, which arrived to-night.

FIRM ACCUSES HIM OF STEALING MONEY

Captain Ferguson of San Francisco Is Arrested by the Police of Victoria.

VICTORIA, B. C., Nov. 28.—Captain E. Ferguson of San Francisco, who represented Mohun & Co. of San Francisco at Cape Nome, and was receiver at Nome under Judge Noyes and more recently United States Commissioner, was held by the local police to-night, together with E. C. Blackett of Nome, his attorney, on instructions from Mohun & Co. of San Francisco, who allege that Ferguson embezzled \$3000 of their funds, which was appropriated to his own use. Ferguson went north in 1889 with \$3000 to \$10,000 worth of merchandise belonging to the San Francisco firm, of which he was agent.